

SACRIFICE SALE OF CHILDREN'S CLOTHING!

Contemplating making an entire change in our Children's Clothing department, and in order to close out our stock at once, we will for the next

15 DAYS GIVE A REDUCTION OF 25 PER CENT.

NEW YORK LATEST STYLES, BEST VALUES AT UNHEARD OF LOW PRICES.

We Quote a few Bargains:

- Lot 9955. Child's Vestee Suits, 8 to 7 years, regular price \$4.50. 25 per cent off, now \$3.35
- Lot 17 482. Children's Suits, 2 pairs of pants, 7 to 14 years, regular price 3.75. 25 per cent off, now 2.80
- Lot 17 480. Children's Suits, 2 pairs of pants, 7 to 14 years, regular price 5.00. 25 per cent off, now 3.75
- Lot 17 474. Children's Suits, 2 pairs of pants, 7 to 14 years, regular price 5.50. 25 per cent off, now 4.15
- Lot 3969. Children's Overcoats, 3 to 14 years, regular price 2.75. 25 per cent off, now 2.05
- Lot 4002. Children's Overcoats, 4 to 14 years, regular price 4.50. 25 per cent off, now 3.35

A Clear Saving of \$1.00 to \$1.50 on every Suit or Overcoat. Remember we do as we advertise.

S. DANZIGER, San Francisco Store.

PACIFIC TRADE'S NEW OPENING

Trans-Siberian Road Will Make a Great Market in Russia.

AMERICA IS THE NEAREST

Many Capitalists and Manufacturers from the United States are Already Interested.

"Nine-tenths of the stories cabled from Europe about probable wars between Russia and other Asiatic states are absolutely without foundation," said Thomas Smith, consul general of the United States at Moscow, to a New York Tribune reporter at the Waldorf-Astoria recently. Mr. Smith has been living in Moscow for thirty-five years, and President McKinley appointed him consul general soon after he was inaugurated. Mr. Smith is a man about fifty years old, and, although he has had little to do with Americans since going to Russia, except by correspondence, he still retains the manner and speech of a Yankee. He went to Russia with the Winanses of Baltimore, as a civil and mechanical engineer when the railroad was built between Moscow and St. Petersburg, and he has amassed wealth there in railroad building and furnishing railroad supplies.

Mr. Smith, commenting on the reported strained relations between Russia and Japan, said:

As a matter of fact, Russia, having obtained a firm foothold in Tallen-Wan and Port Arthur for her eastern terminal of the Trans-Siberian railway, is not looking for trouble with Japan or any other country. Why should she? She has more territory now than she knows what to do with, and more is coming to her all the time. I mean by that that those wild tribes between Southern Siberia and Northern India are one by one asking the "White Emperor" to take them under his wing. They keep coming without any urging. The rulers of the tribes notice that Russia does not interfere with their religion or tax them, or conscript their young men for the army, and that makes them want the protection of the Russian government. Russia does not want India, and the periodical sensations about Russian aggressions there are amusing to the well informed people of Russia.

Now is the time for Americans to take advantage of the unexampled opportunities offered in Russia for the investment of capital. American prestige there is unquestioned. Our machinery is bought in preference to that made by any other country, and an

American needs no passports there in order to get into confidential relations with the solid people of the nation. It may surprise Americans to know that little Belgium has billions of dollars invested there. I mean billions, not millions. They are centered chiefly in Southern Russia, or Kafiristan, and to my certain knowledge the Belgians are making from 10 to 15 per cent on their investments in steel manufacturing plants there.

The Westinghouses have established a plant in St. Petersburg in charge of Charles H. Crane, of Chicago. Their first order amounted to \$2,000,000, and they have just received a second one for \$2,500,000. I am afraid the Westinghouses will have their heads turned by the nice things the Russians are saying about them. I wish I could say something to impress my countrymen here at home with the fact that Russia is the country of the future, and that investments there are absolutely safe. There is perfect freedom there for everyone if he leaves politics alone. Another thing I'd like to speak of is the money of Russia. There is no paper money in circulation among the people. It is all gold. There is an effort on foot at the present time to get the government to issue paper money, but it sticks to the yellow metal. The finances of the country are in an excellent condition. The empire is raising its own funds for the building of the great Trans-Siberian railway. The labor is largely done by Chinamen and prisoners, both of whom are paid. This labor enables the government to build the road cheaply, and the contractors are encouraged to economy by a system devised when the work was first started. A government contractor takes a certain amount of grading and track laying to construct. Say that \$500,000 is allowed him for the work by the government. It is then understood that if, by practicing economy, he can save \$50,000 or \$50,000 and still build a good road, and do the work he is allowed to do it. This liberal treatment on the part of the government keeps the cost of the road down to a minimum, as the contractors practice the strictest economy.

The government has some trains on this great road as elegantly appointed as can be found in the world. It is possible to ride for eight and a half days and have all the comforts of home without leaving the train. When built the road will reduce the time spent in traveling from Moscow to Nagasaki, Japan, from two or three months to eighteen days. That means a practical revolution in the traffic between Europe and Pacific coast points. The road is doing a great business now, but nothing to what it will do when the line is built through to make the line that reaches to Vladivostok only a branch. The main line will be the one which stretches through Tallen-Wan to Port Arthur. There is little doubt about Russia holding Port Arthur indefinitely. When I left Moscow I understood there were eight Russian admirals at Port Arthur, and each admiral has his squadron. Before I forget it, I might add that the government has spent about \$200,000,000 on its railway up to date, and it is estimated that if it had been let out to private contractors it would have cost \$500,000,000.

"What about the stories of the Czar's ill health?" Mr. Smith was asked.

"You mean all that rot about alleged brain trouble? Well, that's all nonsense. The Czar's health is first-rate. The only fault he's got is his inability to overwork. He works like a slave—harder, in fact, than any of his clerks. There is one charming fea-

ture of his daily work, however, that American men and women will be interested in. He and his royal mate are almost always together. The Czarina will sit up with him with her knitting or sewing while he is busy with his papers. Much of the business the czar transacts with his ministers is done in the presence of his wife. They are greatly devoted to one another. She is more English than anything else, and it is a noteworthy fact that the English language is rapidly displacing the French in court circles. In fact, nearly every one at the court now is able to speak English, and this is almost wholly due to the czarina. I should think it would be a wise thing for our colleges to include the Russian language in the necessary studies of their courses. From the strides she is making at present there is no doubt whatever that Russia is going to be a greater power in the next century than she is in this, and a knowledge of the Russian language on the part of our young men would be of immense value to them. The government is giving Education is compulsory now, and the children are beginning to read the newspapers. Thousands of new schools are being built, and a handsome college has just been opened at Irkutsk, five thousand miles away from Moscow."

Consul General Smith learned civil and mechanical engineering with the Rogers Locomotive Works in Paterson. He and his father helped to build the famous straight line road marked out by the Russian emperor between St. Petersburg and Moscow.

ENGLISH FRIENDLY TO A MAN.
How Their Sea Captains Gave Dewey Information at Manila.

Just now, when the friendly feeling between England and the United States is a matter of worldwide moment, there is special interest in some remarks made privately by an officer of the Olympia a short time ago.

"From the very beginning of the trouble at Manila," he said, "the way the Englishmen treated us was a surprise. There had been lots of 'taffy' by our ambassadors at dinners and that sort of thing, but the real feeling of the nation came out then in a way there was no mistaking. Why, every English captain in those waters kept his eyes and ears open when ashore and came to us with all the information he could get, just as straight as if he were paid for it. There was no diplomatic courtesy about that, you know. It was man to man, brother to brother, and the fellows who were in the scrap at Manila will never forget it."

The same officer's opinion of the Filipinos is interesting, too. "There would have been no trouble if the Filipinos had been let alone by some of the foreign element in Manila. They are right decent fellows, on the whole; straight as a die to their friends; treacherous as the devil to their enemies. There were men there who did not want a quiet settlement, and the situation reminded me of an exper-

ience I had at Annapolis. One of the amusements of the fellows was to make a lot of 'water balls'—paper soaked in water, you know—to throw at one another. They were pretty hard and hurt a bit when they struck. Well, some of the chaps went to Brown and told him I had made a lot of water balls to pepper him the first chance I got. Then they came to me and told me that Brown had it in for me; so we both laid in a lot of ammunition, and the next time we met each took it for granted that the other was going for him, and we both let it fly and had a battle royal. In point of fact neither had had any notion of attacking the other, and the scrap we got into was all the fault of the other fellows. That was the Filipino situation. If 'Uncle George' had been let alone the islands would have been quiet by this time. He knew what they wanted and what they could do, and they believed in him every minute. He is a born diplomat and can manage men like monkeys on a string. He storms at a trifle, sometimes, but in a real emergency he is calm and solid as a rock. 'Uncle George' is all right; he's a 'coffee cooler'." Which enigmatical statement evidently was intended for high praise.

LONG RIDE ON A COWCATCHER.
Detroit Journal.

The laws of Michigan impose some pretty severe duties on the commissioner of railroads. This fact was pretty well demonstrated on the night of September 6, when Michigan's commissioner, Charles S. Osborn, usually as well groomed as an up to date Englishman, alighted from a train and boarded a hack for his office, looking like the front end of a "brakie" on a through freight. He was just in from a fifteen hundred mile inspection of the Detroit, Grand Rapids and Western and Chicago and West Michigan systems, which the law provides must be "a personal inspection by the commissioner," and it extends to every railroad that operates in the state. It is a duty that cannot be delegated to any subordinate, and at times is not the pleasantest kind of a task.

"Nearly every mile of this trip was made on the cowcatcher of an engine," said Mr. Osborn, speaking of his experience, "and with the steam monster rushing over the track at the rate sometimes of seventy miles an hour, for the purpose of finding defective spots. This road, though, has the finest device for inspection I have yet encountered, and the trip, under all the circumstances, isn't as bad as it might be. The company has built a regular vestibuled lookout on the pilot of one of its engines for purely inspection purposes. It is inclosed in glass, the front and sides being open to view, and is really very clever."

The dollar you pay back looks three times as large as the one you borrowed.

"COUNTESS OF AYR'S" DAUGHTER
London Chronicle.

At a dance in the country a gilded youth from town was complaining that there was no one fit to dance with. "Shall I introduce you to that young lady over there?" asked his hostess. "She is the daughter of the Countess of Ayr." Delighted, the young man assented, and after waiting with the fair son of a noble house ventured to ask after her mother, the Countess of Ayr. "My father, you mean," said the girl. "No, no, no," said the bewildered youth, "I was asking after your mother, the Countess of Ayr." "Yes," was the reply, "but that's my father." Utterly at a loss, the young man rushed off in search of his hostess, and said the girl she had made him dance with was "quite mad, told him the Countess of Ayr was her father."

"So he is," answered the lady of the house, "let me introduce you to him, Mr. So-and-so, Mr. Smith, the county surveyor!" The story, we confess, seems not wholly unfamiliar, but it will probably be new to many of our readers.

You never know what form of blood poison will follow constipation. Keep the liver clean by using DeWitt's Little Early Risers and you will avoid trouble. They are famous little pills for constipation and liver and bowel troubles. For sale by CHARLES ROGERS.

A man's credit is getting pretty bad when he can't even borrow trouble.

Geo. Noland, Rockland, O., says "My wife had piles forty years. DeWitt's Witch Hazel Salve cured her. It is the best salve in America." It heals everything and cures all skin diseases. For sale by CHARLES ROGERS.

It's a lucky child that resembles his richest relatives.

Dr. H. H. Haden, Summit, Ala., says, "I think Kodol Dyspepsia Cure is a splendid medicine. I prescribe it, and my confidence in it grows with continued use." It digests what you eat and quickly cures dyspepsia and indigestion. For sale by CHARLES ROGERS.

Plenty of business drives the billposter to the wall.

"I wouldn't be without DeWitt's Witch Hazel Salve for any consideration," writes Thos. B. Rhodes, Centerville, O. "Infallible for piles, cuts, burns and skin diseases. Beware of counterfeits. For sale by CHARLES ROGERS."

It takes two to make a bargain but only one of them gets it.

Dr. W. Wixon, Italy Hill, N. Y., says: "I heartily recommend One Minute Cough Cure. It gave my wife immediate relief in suffocating asthma." Pleasant to take. Never fails to quickly cure all coughs, colds, throat and lung troubles.

J. D. Bridges, Editor "Democrat," Lancaster, N. H., says: "One Minute Cough Cure is the best remedy for croup I ever used." Immediately relieves and cures coughs, colds, croup, asthma, pneumonia, bronchitis, grippe and all throat and lung troubles. It prevents consumption. For sale by CHARLES ROGERS.

The coat may not make the man, but lawsuits make attorneys.

CHAMBERLAIN'S PAIN BALM
CURES OTHERS, WHY NOT YOU?

My wife has been using Chamberlain's Pain Balm, with good results, for a lame shoulder that has pained her continually for nine years. We have tried all kinds of medicines and doctors without receiving any benefit from any of them. One day we saw an advertisement of this medicine and thought of trying it, which we did, with the best of satisfaction. She has used only one bottle and her shoulder is almost well.—Adolph L. Dillett, Manchester, N. H. For sale by Chas. Rogers.

It's better to be good than great—and you'll have less opposition.

DEAFNESS CANNOT BE CURED

By local application, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies, and that is by Catarrh Cure. She has used only one bottle and her shoulder is almost well.—Adolph L. Dillett, Manchester, N. H. For sale by Chas. Rogers.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars; Free. F. J. CHENEY & CO., Toledo, O. Sold by druggists, 25c. Hall's Family Pills are the best.

RAILROAD FARE FREE TO PORTLAND AND RETURN.
Jones, He Pays the Freight!
Jones, He Pays the Fare!

If you don't want to come to Portland, mail your order and get 50 cents allowance for fare. Orders must amount to \$20 or over. No freight paid on flour, feed or potatoes. Freight paid to all stations on railroad between Portland and Seaside. Also all river points reached by Portland boats. Send for the "Buyers' Guide," 24 pages of low prices.

JONES' CASH STORE,
108 and 110 Front Street, Portland, Oregon.